



## **SAN FRANCISCO BAY REGION**

At every turn, the Bay Area presents a vast transportation system consisting of a series of streets, freeways and multiple bus, rail and ferry routes all functioning together. The transportation network includes 9,860 miles of transit and paratransit routes (including about 400 miles of rail transit), 1,400 miles of highways, over 300 miles of carpool lanes, eight toll bridges, and 19,600 miles of local streets and roads.

It also includes five public seaports (the largest being the Port of Oakland), three international airports, and over 20 smaller airports serving general aviation. Two extensive bicycle and pedestrian trails link all nine counties — the Bay Trail hugging San Francisco Bay and the Ridge Trail along the region's higher ground.

More than 20 public transit operators offer service in the region with a fleet of 4,000 buses, cable cars, rail cars and ferries. Intermodal connections strengthen links between buses, trains, ferries and airplanes to create a multimodal network for travelers.

In this section we call attention to four important MTC efforts that are regional in scope and impact — System Management, Transportation for Livable Communities/Housing Incentive Program, the Regional Transit Expansion Program, and the Lifeline Transportation Program.

### **Management Objectives**

- Maintain roads and transit systems
- Operate the existing transportation system more efficiently and improve system reliability
- Provide travelers with up-to-date information to help them make trip decisions
- Strategically expand the transportation network at key bottlenecks
- Honor long-standing prior commitments to the public for specific transportation improvements
- Bring transportation investments into closer harmony with community development
- Improve the safety and accessibility of the regional transportation network for both motorized and non-motorized users
- Ensure that funding decisions are fair and equity is maintained between transportation agencies, modes and segments of the Bay Area population
- Improve non-motorized options

## SAN FRANCISCO BAY REGION

### Committed Funding

Not mapped:

- New Benicia-Martinez Bridge: construct new bridge span east of existing span (4 mixed-flow lanes, 1 slow-vehicle lane and a bicycle/pedestrian pathway); includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange
- New Carquinez Bridge: construct new suspension bridge west of existing bridges (4 westbound lanes, including an HOV lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange
- Widen San Mateo-Hayward Bridge (under construction): widen low-rise trestle and eastern approach from I-880 from 4 lanes to 6 lanes with shoulders, extend existing westbound HOV lane 1 mile west along eastern approach from I-880, construct new pedestrian/bicycle overcrossing
- San Francisco-Oakland Bay Bridge seismic retrofit, west span, and replacement, east span
- Rehabilitation and seismic retrofit of Bay Area state-owned toll bridges
- Richmond-San Rafael Bridge deck replacement
- I-880/Route 92 interchange improvements in Hayward
- Transit capital rehabilitation program (shortfall remains)
- Local streets and roads pavement/non-pavement (sidewalks, lighting, drainage, landscaping, etc.)/bridge repairs (shortfall remains)
- Dumbarton Bridge: widen Bayfront Expressway (Route 84) from Dumbarton Bridge to US 101/Marsh Road interchange
- Low-Income Flexible Transportation Program (LIFT)

### Track 1

Not mapped:

- MTS road pavement shortfall (100% funding)
- Non-MTS road pavement shortfall (partial funding)
- Non-pavement street maintenance shortfall (partial funding)
- Local bridge rehabilitation shortfall (partial funding)
- Transit capital replacement shortfall (100% funding)
- Freeway Operations Strategies/Transportation Operations Systems (TOS)\*
- Freeway Service Patrol\*
- Roadside call boxes\*
- Traffic Engineering Technical Assistance Program (TETAP)/Arterial Signal Retiming\*
- Pavement Management Technical Assistance Program (P-TAP)\*
- TransLink®\*
- Regional transit information system and transportation marketing\*
- Rideshare program\*
- TravInfo®\*
- Spare the Air campaign
- Performance monitoring
- Transportation for Livable Communities/Housing Incentive Program - Regional Program\*
- Regional Transit Expansion Program reserve funding

### Blueprint

Not mapped:

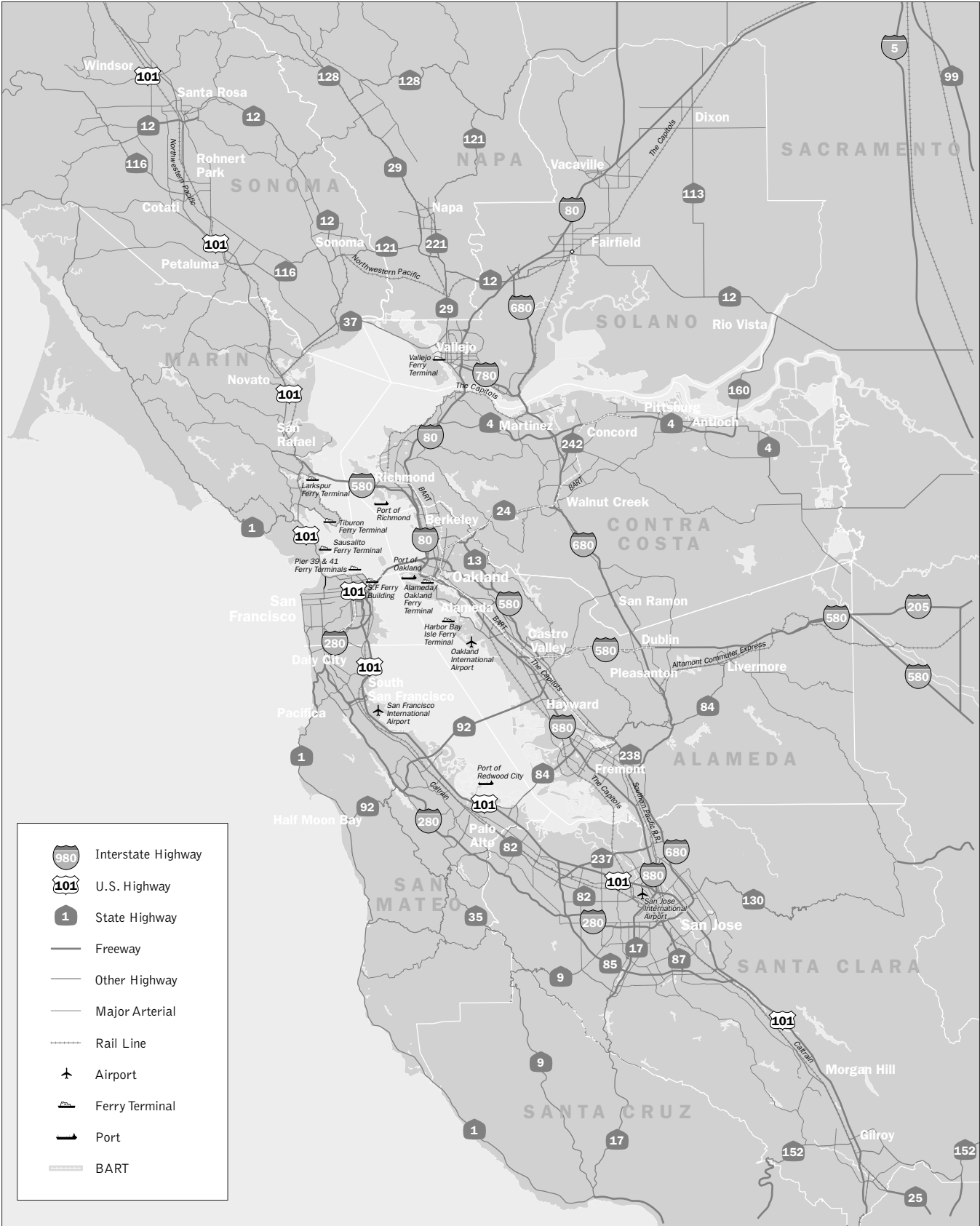
- Local street pavement shortfall
- Local street non-pavement shortfall
- Local bridge rehabilitation shortfall
- BART system seismic upgrade
- Expanded funding for Track 1 system management and customer service programs
- Clearing Lanes Effectively and Rapidly (CLEAR) incident management
- Lifeline Transportation Network
- Regional Intelligent Transportation Systems (ITS) integration
- Capitol Corridor intercity rail improvements, including new stations
- New Bay crossing options (see Transbay corridor)
- Expanded express bus program: all express bus routes not specifically called out in Track 1 and Regional Transit Expansion Program
- Expanded ferry service
- California high-speed rail with terminal in San Francisco
- California high-speed rail: extend high-speed service under Bay to Sacramento along Capitol Corridor

### Regional Transit Expansion Program

Not mapped:

- BART Extension from Fremont to Warm Springs
- BART Extension from Warm Springs to San Jose
- Third Street light rail transit extension to Chinatown (Central Subway)
- BART – Oakland International Airport connector
- Caltrain downtown extension/Transbay Terminal
- Caltrain: electrification from San Francisco to Gilroy
- Caltrain: express service between San Francisco and San Jose (Phases 1 and 2)
- Downtown to East Valley: light rail and Bus Rapid Transit (Phases 1 and 2)
- Capitol Corridor: phases 1 and 2 expansion
- Bus Rapid Transit in Oakland/Berkeley/San Leandro Corridor (Phase 1)
- Regional Express Bus Program (Phase 1)
- Dumbarton rail bridge rehabilitation
- BART/East Contra Costa rail extension (right-of-way acquisition)
- BART/Tri-Valley rail extension (right-of-way acquisition)
- Altamont Commuter Express (ACE) service expansion
- Sonoma-Marin rail
- AC Transit enhanced bus: Hesperian/Foothill/MacArthur Corridors

\* Projects also are included in Committed Funding and Blueprint project lists.



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The Bay Area Freeway Service Patrol's (FSP's) primary purpose is to cut down on traffic jams by quickly clearing accidents and other incidents that account for more than 50 percent of traffic congestion.

## SYSTEM MANAGEMENT

### Background

While the Bay Area continues to make significant strategic investments to expand the transportation system, we are increasingly choosing to design and implement improvements that focus on boosting the efficiency of the region's existing transportation network and giving users better information and travel options to make the most of the region's roadway and transit network. We call this strategy "system management."

MTC and its transportation partners provide a number of programs targeted at reducing congestion, improving traveler information and increasing access for all Bay Area travelers. MTC also works with local jurisdictions to better maintain local streets and roads as well as assist with projects that smooth the flow of traffic on local arterials. In recent years, MTC has assumed a greater regional role in designing and directly operating programs to better manage the transportation system.

### Targeting Congestion and Traveler Safety

#### Freeway Operations

A number of interrelated programs to improve the safety and efficiency of the freeway system are under way in the Bay Area. Overseen by MTC, Caltrans and the California Highway Patrol (CHP), these include a traffic operations system, which employs high-tech devices to monitor and report on traffic, and "smart corridors," in which multiple traffic and transit control centers are managed as a single network via computer connections.

#### Freeway Service Patrol

The Bay Area Freeway Service Patrol (FSP) is a special team of 74 trucks — 60 tow trucks, six pickup trucks and two flatbeds (plus six back-up trucks) — that continuously patrols more than 400 miles of the Bay Area's most congested freeways. More than 116,000 assists were provided in 2001. The FSP's primary purpose is to cut down on traffic jams by quickly clearing accidents and other incidents that account for more than 50 percent of traffic congestion. A swift response also reduces the chance of further accidents and bottlenecks. The tow trucks are financed with federal, state and local monies. Local funds come from the MTC Service Authority for Freeways and Expressways (SAFE), which is financed by a \$1 annual vehicle registration fee in participating counties. The service costs approximately \$5 million a year to operate.

### Call Box Network

The call box program provides assistance to motorists in trouble, allowing them to report a road hazard, a flat tire or a mechanical breakdown. In partnership with the CHP and Caltrans, MTC operates over 3,500 call boxes on more than 1,100 miles of urban, suburban and rural highways and expressways in the nine counties. Upon receiving a call from a call box, call answering personnel can dispatch appropriate assistance, whether a tow service or law enforcement, fire or medical service.

### Managing Traffic Signal Networks

MTC's Traffic Engineering Technical Assistance Program (TETAP) provides consultant expertise for local governments that do not have the in-house staff to maintain and operate their traffic signal network. The program focuses on improving the timing of signals within and between jurisdictions to improve the flow of traffic on major roadways. MTC has provided over 100 TETAP grants to more than 60 jurisdictions, the majority with populations under 65,000.

### Improving Traveler Information

MTC provides a wide range of information to Bay Area travelers on transportation system conditions and travel options that help promote effective use of the region's road and transit networks.

#### TravInfo®

The TravInfo® telephone service — accessed via 817-1717 from any area code in the Bay Area — provides comprehensive traveler information 24 hours a day, 365 days a year. Since the project was launched in September 1996, TravInfo® has served approximately 3 million callers. MTC expects to complete the transition from 817-1717 to 511 — the new Federal Communications Commission-approved nationwide number for traveler information — in the fall of 2002. In addition, the next two years will see improved data collection on traffic conditions and enhanced information dissemination to the public. The core of TravInfo® is the operation of its Traveler Information Center, which receives and disseminates road condition and transit information to travelers through the 817-1717 number and to TravInfo®'s private sector partners via an electronic connection.

#### Transitinfo.org

MTC's transit information Web site — [transitinfo.org](http://transitinfo.org) — provides transit service information (schedules, fares, maps, announcements, etc.) and links for over 40 public and private transit services throughout the MTC region and in neighboring areas. The site also includes information about and links to regional programs, such as bicycle programs and airport and ridesharing services, as well as transit lines that serve major Bay Area destinations. Currently, the site is averaging more than 438,000 users per month.



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MTC provides a wide range of information to Bay Area travelers on transportation system conditions and travel options that help promote more efficient use of the region's transportation network.



The TransLink® universal transit fare card debuted in a pilot project in early 2002.

### Regional Transit Trip Planning

Working closely with Bay Area transit agencies, MTC is implementing a regional transit trip planning system to provide comprehensive, multimodal transit itinerary planning services to the public. When fully expanded by the end of 2002, the system will combine route, schedule and fare information for all Bay Area transit agencies in a central, frequently updated database.

The trip planning system can be accessed in two ways: through transit agency call centers and directly over the Internet. Call center operators at AC Transit, BART and Muni can access the trip planning system. Direct public access to trip planning services is available over the Internet through MTC's transit information Web site, <[www.transitinfo.org](http://www.transitinfo.org)>.

### Making Connections

#### TransLink®

TransLink® is a smart-card-based universal ticket that will be good on all of the region's mass transit systems. TransLink® is designed to (1) improve passenger convenience in making inter- and intra-agency trips; (2) improve the efficiency and security of the region's fare collection systems; (3) improve transit system data collection for service planning purposes and development of fare policies; and (4) take advantage of revenue-enhancing or cost-saving business partnerships with the private sector. The Phase 1 TransLink® demonstration is being implemented in 2002 on selected portions of six transit operators — AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and Santa Clara Valley Transportation Authority (VTA). Approximately 4,000 transit riders will use TransLink® for a six-month period and evaluate the system's capabilities. Full implementation on all of the region's transit systems will depend on the outcome of this demonstration phase.

### Regional Rideshare Program

The regional rideshare program is designed to help Bay Area travelers who wish to use transportation alternatives to driving alone — including public transit, carpooling, vanpooling, bicycling, walking and telecommuting. Through a contract with MTC, RIDES for Bay Area Commuters uses an automated ride-matching system to produce match lists and assist commuters in forming carpools and vanpools. The program also assists the region's employers in promoting transportation alternatives to their employees, including the use of tax-free benefit programs for subsidizing employees' transit and vanpool costs.



## Smoothing the Ride

### Maintaining the Region's Pavement

MTC's Pavement Management System (PMS) provides computer software and technical assistance to help cities and counties extend the life of pavement and therefore stretch local budgets further. Ninety-three cities and eight counties in the Bay Area use MTC's PMS program. The program also is used outside the region in Southern California and in 11 states and one province in Canada. The PMS has been essential in identifying the extent of local street maintenance needs and the shortfalls in funding to address them.



The aptly named Transportation for Livable Communities (TLC) program is lavishing some "tender loving care" on town centers, transit hubs and key streets.

## TRANSPORTATION FOR LIVABLE COMMUNITIES/ HOUSING INCENTIVE PROGRAM

In 1998, MTC launched the Transportation for Livable Communities (TLC) program, which aims to lavish some "tender loving care" on Bay Area town centers, public transit hubs, streetscapes and pedestrian facilities. The program is designed to foster community vitality and to link transportation investments to local development and redevelopment efforts. To date, the TLC program has provided a total of \$37 million in planning and capital grants to help cities and nonprofit agencies develop transportation-related projects.

In November 2000, the TLC program was expanded to include a Housing Incentive Program (HIP), which encourages the location of compact, affordable housing at key transit stops throughout the region. MTC initially set aside \$9 million to provide "seed money" directly to jurisdictions that develop compact communities in the vicinity of public transit hubs. In July 2001, MTC awarded \$9 million in the first round of HIP grants to 15 cities.

The TLC/HIP programs are slated for increased funding in this RTP.

## LIFELINE TRANSPORTATION PROGRAM

In 1997, MTC launched a series of county transportation plans specifically focused on addressing the transportation barriers faced by low-income persons who are moving from welfare to work. Several regional strategies emerged from these plans, including improvements in public transit services, piloting cost-effective alternatives to fixed route transit and non-transit options, a comprehensive assessment of the region's transit network measured against location, time of day and frequency of service objectives, and an analysis of barriers due to the cost of transportation. The Commission supported the

implementation of these strategies with the adoption of the Regional Welfare to Work Plan in June 2001. While the focus of this initial work was on the transportation concerns generated by welfare reform, the resulting strategies are relevant to the transportation needs of low-income persons generally. The Commission will pursue these strategies as follows:

### **LIFT Program**

The welfare to work transportation planning resulted in a number of strategies that were ready for local implementation. These included improvements to existing fixed route services and innovative transportation alternatives where fixed route solutions were not considered practical or cost-effective (e.g., demand-responsive van and taxi service, guaranteed ride home programs, etc). In response, the Commission established the Low-Income Flexible Transportation Program (LIFT), which committed \$5 million in federal discretionary funds and leveraged an additional \$5 million in local social services and transportation funding through a 50/50 matching requirement. The Commission is supplementing this initial investment through the commitment of \$1 million in State Transit Assistance regional discretionary funds per year and advocacy for annual federal appropriations from the Job Access and Reverse Commute program (\$3 million was secured in fiscal year 2001-02).

### **Lifeline Transportation Network**

For this 2001 RTP, the Commission conducted a comprehensive assessment of the region's public transit system that identifies a Lifeline Transportation Network and the spatial and temporal gaps in that network affecting low-income communities. In response to the findings and recommendations from the Lifeline Transportation Network analysis and coordination with the RTP Social Equity analysis, MTC will provide financial support to conduct community transportation plans in 10 communities that have the highest concentrations of low-income persons in the region. These community transportation plans will be used to validate and modify, if necessary, the results of the Lifeline analysis at the local level. MTC is working with the transit agencies, congestion management agencies and members of the communities to fill the gaps identified in the Lifeline analysis.

The passage of Proposition 42 in March 2002 means the State Transit Assistance (STA) fund will contribute an additional \$42 million per year (beginning in fiscal year 2008-09) to Bay Area transit agencies directly and \$11 million per year to the region's STA discretionary program. The Commission will consider this funding source to partner with the transit agencies and other local partners to implement additional transportation services identified through the Lifeline Transportation Network analysis and follow-on local planning.



### **Transportation Affordability**

MTC's Regional Welfare to Work Plan recommends that the Commission work with multiple stakeholders (transportation providers, social services agencies, schools, employers, and other organizations) to address barriers associated with the cost of transportation for low-income persons. This issue requires a commitment from many entities to tackle a very difficult issue, since transportation subsidies take many forms today and are sponsored by multiple funding programs, such as social services agencies, employers, and transit agencies. The Commission will initiate this effort in 2002.

In a related effort, the Commission has agreed to provide financial support to implement a free transit pass program for low-income students in the AC Transit service area. As part of the transportation affordability analysis described above, MTC will undertake a pilot program to evaluate the impact of subsidized transit passes on low-income students' attendance at school and after-school programs. This pilot will include two components: implementation and evaluation of a two-year pilot program in the AC Transit service area, contingent upon matching funds from local agencies, and evaluation of reduced-fare programs already adopted by other transit agencies in the Bay Area and elsewhere.

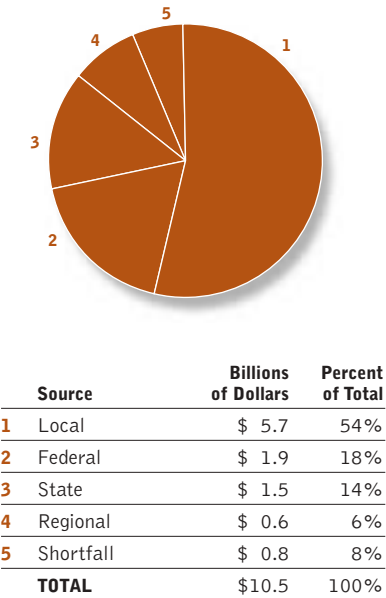
## **REGIONAL TRANSIT EXPANSION PROGRAM**

The Regional Transit Expansion Policy (Resolution 3357) and Program of Projects (Resolution 3434) are two significant efforts developed in parallel with the 2001 Regional Transportation Plan. Taken together, the policy and program represent the successor to the region's Regional Rail Agreement of 1988 (Resolution 1876). Expanding the vision of Resolution 1876, which delivered five new rail extensions throughout the Bay Area, Resolution 3434 identifies nine new rail extensions, a new regional express bus program, and significant service enhancements to eight existing rail and bus corridors, as illustrated in the maps on pages 76-77.

The key financial and service characteristics of the overall \$10.5 billion program are as follows.

- 84 percent of the program represents fully funded projects included in the 2001 RTP.
- 80 percent of the funded program is financed from non-federal sources.
- If fully implemented the program would:
  - provide 140 new route miles of rail;
  - provide 600 new route miles of express bus;

Resolution 3434  
Funding by Source



- achieve a 58 percent average increase in service levels for existing corridors;
- serve 38.6 million new riders per year;
- make key transit network connections between southern Alameda County and the Silicon Valley, provide a new southern transbay link, enhance the Bay Area’s central transit hub in San Francisco, and extend the reach of rail to the North Bay and the outer East Bay.

A distinguishing element of the regional transit expansion effort was the development of specific financial and performance criteria to assist in the evaluation of rail and express/rapid bus candidates. Resolution 3357, adopted by the Commission in April 2001, established the factors that were applied in the criteria evaluation included in Resolution 3434. The evaluation matrix on pages 72-73 presents the analysis and the adopted Program of Projects included in Resolution 3434.

Resolution 3434 includes a detailed financial strategy assigning funding from local, regional, state and federal sources among the various projects. For those projects that are not yet fully funded, the Commission has assigned priority to advocate for additional funds. As part of the financial strategy, specific terms and conditions are stipulated for both funding sources and individual projects to ensure accountability and clarity among project sponsors and the Commission. (See the table on pages 74-75 for details on the Resolution 3434 funding strategy.)

Financial Criteria

**Honor 1876 Commitments:** Assigns priority to those projects of the original seven “Tier 1” Resolution 1876 projects that did not yet have a defined and secured financial agreement.

**TEA 21/Federal Reauthorization:** Indicates whether current federal financial support exists for the project, through TEA 21 authorizing language for New Starts funding, or other federal appropriation commitments.

**Traffic Congestion Relief Program (TCRP)/State Commitments:** Indicates whether a state financial commitment has been secured by the project, through TCRP funds or other existing state funding commitments.

**Dedicated Local Funding:** Extent of local financial commitment for the project, based on percentage of local funds to total capital costs. (Ratings: “High”: greater than 50 percent; “Medium”: 30 percent to 50 percent; “Low”: under 30 percent.)

**Operations/Maintenance:** Determines whether project can be maintained and operated once built, based on financial plans and policies submitted by the project sponsor, outlining sources and commitments of funds for the period of operations through the end of the RTP (2025) or for at least 10 years, whichever is longer. Any financial burden imposed by the transit expansion project may not undermine core bus service within the same system, especially service needed by transit-dependent persons.

## Performance Criteria

**Supportive Land Use:** Evaluates potential system benefits accrued as a result of adjacent land uses along rail/bus corridors, based on year 2025 projected net residential and employment land-use densities around planned stations or transit corridors. (Ratings: “High”: urban or urban core/central business district; “Medium”: suburban; “Low”: rural or rural suburban.)

**Cost-Effectiveness:** Shows “cost per new rider,” measured as dollars per new rider, counting only riders that shift from auto to transit, not from transit to transit. (“High”: \$0 - \$15/new rider; “Medium”: \$16 - \$30/new rider; “Low”: over \$30/new rider.)

Resolution 3357 also provides for another measure of cost effectiveness: “transit user benefits.” These will be incorporated into the cost-effectiveness analysis at a later date once the methodology is available from the Federal Transit Administration.

**System Connectivity:** Assesses the interconnected relationship of the transit expansion projects and the existing transit network, through measures of connections, service frequency and gap closures.

**Number of Connecting Operators:** “High”: five or more; “Medium”: three to four; “Low”: one to two.

**Frequency (Peak Period Headways):** “High”: 10 minutes or less; “Medium”: 20 minutes to 11 minutes; “Low”: greater than 20 minutes.

**Gap Closures:** “Yes” or “No” for completion of a major closure in the regional network.

**System Access:** Determines the ability of users to easily access (via walking, biking, auto or transit transfers) the new extensions, based on number of modal access options. (“High”: four or more; “Medium”: three; “Low”: one to two.)

**Project Readiness:** Assigns priority to projects that are able to proceed expeditiously to implementation, based on pre-construction activities completed or in progress as of December 2001. (“High”: corridor evaluation, environmental analysis and preliminary design and engineering; “Medium”: corridor evaluation and environmental analysis; “Low”: sketch planning or corridor evaluation only.)

## High, Medium and Low

Here at a glance are the criteria used to assign projects a high, medium or low rating within a given category (See pages 72-73).

- H** High
- M** Medium
- L** Low

### Dedicated Local Funding

- H** Greater than 50%
- M** 30% to 50%
- L** Under 30%

### Supportive Land Use

- H** Urban or urban core/central business district
- M** Suburban
- L** Rural or rural suburban

### Cost-Effectiveness

- H** \$0 to \$15/ new rider
- M** \$16 to \$30/new rider
- L** Over \$30/new rider

### System Connectivity: Number of Connecting Operators

- H** 5 or more
- M** 3 to 4
- L** 1 to 2

### System Connectivity: Frequency

- H** 10 minutes or less
- M** 20 minutes to 11 minutes
- L** Greater than 20 minutes

### System Access

- H** 4 or more modes
- M** 3 modes
- L** 1 to 2 modes

### Project Readiness

- H** Corridor evaluation, environmental analysis and preliminary design and engineering
- M** Corridor evaluation and environmental analysis
- L** Sketch planning or corridor evaluation only

## BAY AREA TRAVEL CORRIDORS

### Resolution 3434: Regional Transit Expansion Program — Evaluation Matrix

Project	Sponsor <sup>1</sup>	Project Cost (millions/2001\$)	Resolution 1876-Tier 1 Prior 1876 Tier 1 Commitment	TEA 21 Funds TEA 21 Authorization or Other Federal Appropriations	TCRP TCRP or Other State-level Commitments	Dedicated Local Funding Local Funds as a Percent of Total Capital Cost
<b>BART to Warm Springs</b>	BART	\$634	Yes	Yes	Yes	H
<b>BART Warm Springs to San Jose</b>	VTA	\$3,710	No	Yes	Yes	H
<b>Muni 3rd St. Light Rail Transit Phase 2 - New Central Subway</b>	SFCTA/Muni	\$647	No	Yes	Yes	M
<b>BART/Oakland Airport Connector</b>	BART	\$232	No	Yes	No	M
<b>Caltrain Downtown Extension/ Rebuilt Transbay Terminal</b>	SFCTA	\$1,885	Yes	Yes	No	H
<b>Caltrain Rapid Rail/Electrification</b>	JPB	\$602	No	No	No	H
<b>Caltrain Express Phase 1</b>	JPB	\$127	No	No	Yes	L
<b>Downtown to East Valley: Light Rail and Bus Rapid Transit Phases 1 and 2</b>	VTA	\$518	No	No	No	H
<b>Capitol Corridor Phase 1 Expansion</b>	CCJPA	\$129	No	No	Yes	L
<b>AC Transit Oakland/San Leandro Bus Rapid Transit Phase 1 (Enhanced Bus)</b>	AC Transit	\$151	No	No	No	L
<b>Regional Express Bus Phase 1</b>	MTC/Transit Operators	\$40	No	No	Yes	L
<b>Dumbarton Rail</b>	JPB	\$129	No	No	No	H
<b>BART/East Contra Costa Rail Extension</b>	CCTA	\$345	No	No	Yes	L
<b>BART/Tri-Valley Rail Extension</b>	ACCMA	\$345	No	No	Yes	L
<b>Altamont Commuter Express (ACE) Service Expansion</b>	ACE	\$121	No	No	No	L
<b>Caltrain Express Phase 2</b>	JPB	\$330	No	No	No	H
<b>Capitol Corridor Phase 2 Enhancements</b>	CCJPA	\$284	No	No	Yes	L
<b>Sonoma-Marin Rail</b>	SMART	\$200	No	No	Yes	L
<b>AC Transit Enhanced Bus Hesperian/Foothill/MacArthur Corridors</b>	AC Transit	\$90	No	No	No	L

<sup>1</sup>Sponsors:

<b>AC Transit</b>	Alameda-Contra Costa Transit District	<b>CCJPA</b>	Capitol Corridor Joint Powers Authority	<b>SFCTA</b>	San Francisco County Transportation Authority
<b>ACCMA</b>	Alameda County Congestion Management Agency	<b>CCTA</b>	Contra Costa Transportation Authority	<b>SMART</b>	Sonoma-Marin Area Rail Transit
<b>ACE</b>	Altamont Commuter Express (rail service)	<b>JPB</b>	Joint Powers Board (Caltrain)	<b>VTA</b>	Santa Clara Valley Transportation Authority
<b>BART</b>	Bay Area Rapid Transit District	<b>MTC</b>	Metropolitan Transportation Commission		

Operations/ Maintenance	Supportive Land Use		Cost-Effectiveness	System Connectivity			System Access	Project Readiness
Demonstrated Operating Plan	Residential Densities Around Stations	Employment Densities Around Stations	Cost Per New Transit Rider	Number of Connecting Operators	Frequency	Regional Gap Closures	Number of Modal Access Options	Number of Pre-construction Activities Completed or in Progress
Yes	M	M	M	M	H	No	H	M
Yes	H	M	M	H	H	Yes	H	L
Yes	H	H	L	H	H	No	H	H
Yes	M	M	H	M	H	Yes	H	M
Yes	H	H	L	H	H	Yes	H	M
Yes	M	H	L	H	M	No	H	M
Yes	M	H	H	H	M	No	H	H
Yes	H	M	L	H	H	No	H	M
Yes	H	M	H	H	L	No	H	M
Yes	H	H	H	L	H	No	H	L
Yes	—	—	H	M	—	Yes	H	H
No	M	M	L	H	L	Yes	H	L
No	—	—	—	—	—	—	—	L
No	—	—	—	—	—	—	—	L
—	M	M	H	M	L	No	M	—
—	M	H	—	H	—	No	H	—
Yes	H	M	—	H	L	No	H	M
No	L	M	—	H	L	No	H	L
—	H	M	H	L	H	No	H	—

**H** High **M** Medium **L** Low

See pages 70-71 for more information

**NOTE:** “—” indicates that complete information is not available

## BAY AREA TRAVEL CORRIDORS

### Resolution 3434: Regional Transit Expansion Program — Funding Strategy

(Project Cost/Funding in Millions of 2001 Dollars)

Project	Sponsor	Project Cost	Committed Funding				
			TCRP	Sales Tax	Resolution 1876	RTIP/STP/CMAQ	Other
<b>BART to Warm Springs<sup>1</sup></b>	BART	634	111	193	205	25	12
<b>BART Warm Springs to San Jose<sup>2</sup></b>	VTA	3,710	614	2,262			
<b>Muni 3rd Street Light Rail Transit Phase 2 — New Central Subway</b>	SFCTA/Muni	647	140			75	
<b>BART/Oakland Airport Connector<sup>3</sup></b>	BART	232		75		44	37
<b>Caltrain Downtown Extension/Rebuilt Transbay Terminal<sup>4</sup></b>	SFCTA	1,885		27		23	1,573
<b>Caltrain Rapid Rail/ Electrification<sup>5</sup></b>	JPB	602		345		47	95
<b>Caltrain Express Phase 1</b>	JPB	127	127				
<b>Downtown to East Valley Light Rail and Bus Rapid Transit Phases 1 and 2<sup>6</sup></b>	VTA	518		518			
<b>Capitol Corridor Phase 1 Expansion<sup>7</sup></b>	CCJPA	129	10			3	18
<b>AC Transit Oakland/San Leandro Bus Rapid Transit Phase 1 (Enhanced Bus)</b>	AC Transit	151		23		17	
<b>Regional Express Bus Phase 1</b>	MTC	40	40				
<b>Dumbarton Rail</b>	JPB	129		117			
<b>BART/East Contra Costa Rail Extension<sup>8</sup></b>	CCTA/BART	345		59		20	
<b>BART/Tri-Valley Rail Extension<sup>9</sup></b>	ACCMA/BART	345		10		16	47
<b>Altamont Commuter Express (ACE) Service Expansion</b>	ACE	121		32			
<b>Caltrain Express Phase 2</b>	JPB	330		140			
<b>Capitol Corridor Phase 2 Enhancements<sup>7</sup></b>	CCJPA	284	18			18	
<b>Sonoma-Marin Rail<sup>10</sup></b>	SMART	200	37				28
<b>AC Transit Enhanced Bus Hesperian/Foothill/MacArthur Corridors</b>	AC Transit	90					
<b>TOTAL</b>		<b>\$10,519</b>	<b>\$1,097</b>	<b>\$3,801</b>	<b>\$205</b>	<b>\$288</b>	<b>\$1,810</b>

#### Notes:

<sup>1</sup>'Other' funding includes \$12 million in BART funds. Resolution 1876 includes \$60 million in RM-1 payback and \$145 million in San Mateo buy-in.

<sup>2</sup>Assumes swap of \$111 million in TCRP funds from BART to San Jose to the Warm Springs project. Sales tax includes adjustment to 2001 dollars, \$50 million from Measure B commuter rail, and \$118 million in Measure A contingency. Budget assumes \$35 million in TCRP and \$12 million in RABA funds washed to the county for off-budget right-of-way costs.

<sup>3</sup>'Other' funding includes \$25 million in Port of Oakland and \$12 million in city of Oakland funds.

<sup>4</sup>'Other' refers to \$1.2 billion land sales and tax increment financing equivalent to provisions of AB 1419 (split \$1,036 million for the Transbay Terminal (TBT) and \$164 million for the Downtown Extension project), \$311 million in net operating revenues from the TBT, and \$62 million in Bay Area Toll Authority (BATA) bridge toll subsidy. Sales tax is San Mateo Measure B. STP/CMAQ/RTIP funding is San Francisco share.

<sup>5</sup>'Other' refers to \$20 million in salvage value from sale of diesel engines and \$75 million in Section 5309 funds for the replacement of 30 existing diesel trains with electric train units.

Sales tax is \$108 million in San Mateo Measure B and \$237 million in Santa Clara Measure A funds. \$47 million in STP/CMAQ/RTIP funding is San Francisco's share. Final sales tax and STP/CMAQ/RTIP funding will be as provided by the Joint Powers Agreement, as it currently exists or as it may be amended.

<sup>6</sup>Measure A sales tax adjusted to 2001 dollars

<sup>7</sup>Capitol Corridor service expansion will result in 16 daily round trips between Oakland and Sacramento/San Jose (includes Alviso second track). Intercity Rail ITIP funds are assumed for Phase 1 track improvements and additional service enhancements in Phase 2.

<sup>8</sup>The total cost includes funding for a right-of way element of this project with a cost of \$95 million — comprised of \$33 million in sales tax, \$20 million in STP/CMAQ/RTIP, and \$42 million in RM-1 Rail.

<sup>9</sup>The total cost includes funding for a right-of way element of this project with a cost of \$80 million — comprised of \$10 million in sales tax, \$16 million in STP/CMAQ/RTIP, \$47 million in Livermore Impact Fees, and \$7 million in RM-1 Rail.

<sup>10</sup>'Other' funds include \$28 million in Proposition 116 funding.



Regional Discretionary Funding						Blueprint Funds		
Section 5309 New Starts	RM-1 Rail	ITIP	Section 5309 Bus	AB 1171	CARB/ AB 434	Shortfall	Prop. 42 RTIP	Sales Tax
	8	80				—		
834						—		
432						—		
	31	45				—		
	53	59		150		—		
		65			50	—		
						—		
						—		
		98				—		
			111			—		
						—		
		12				—		✓
	52			115		99	✓	✓
	32			95		145	✓	
		15				74	✓	
						190	✓	✓
		99				149	✓	✓
						135	✓	✓
			27			63	✓	
<b>\$1,266</b>	<b>\$176</b>	<b>\$473</b>	<b>\$138</b>	<b>\$360</b>	<b>\$50</b>	<b>\$855</b>		

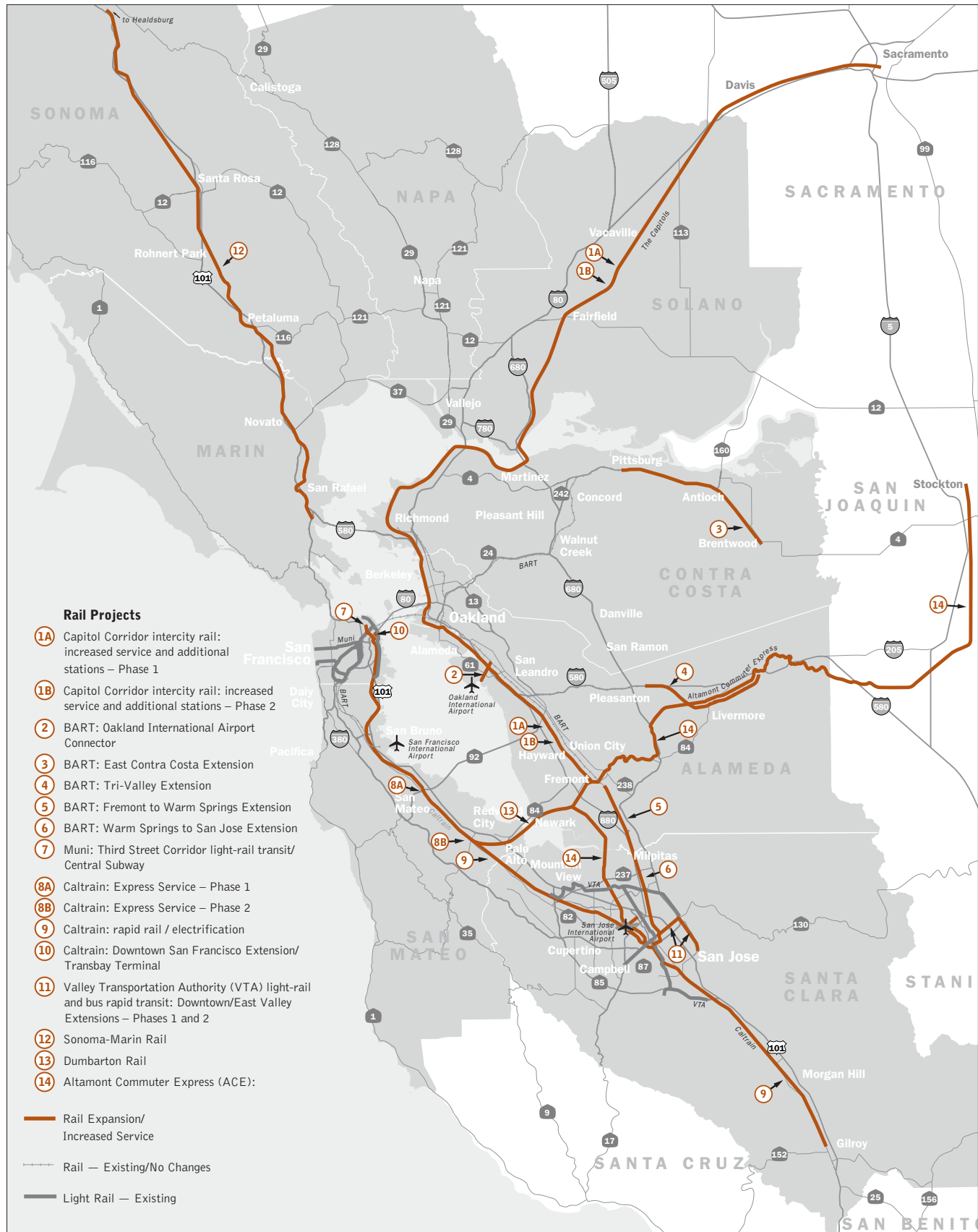
**Sponsors:**

AC Transit	Alameda-Contra Costa Transit District
ACCMA	Alameda County Congestion Management Agency
ACE	Altamont Commuter Express (rail service)
BART	Bay Area Rapid Transit District
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
JPB	Joint Powers Board (Caltrain)
MTC	Metropolitan Transportation Commission
SFCTA	San Francisco County Transportation Authority
SMART	Sonoma-Marín Area Rail Transit
VTA	Santa Clara Valley Transportation Authority

**Funding programs:**

AB 434	Regional air quality funds (regional)
AB 1171	Toll bridge seismic surcharge funds (regional)
CARB	California Air Resources Board clean fuel funds (state)
CMAQ	Congestion Mitigation and Air Quality Improvement Program (federal)
ITIP	Interregional Transportation Improvement Program (state)
Prop. 42	Transportation revenue ballot measure, March 2002 (state)
RABA	Revenue Aligned Budget Authority (federal)
RM-1	Regional Measure 1 toll bridge funds (regional)
RTIP	Regional Transportation Improvement Program (state)
Sales Tax	New or renewed county sales taxes (local)
Section 5309	Discretionary transit New Starts and bus funds (federal)
STP	Surface Transportation Program (federal)
TCRP	Traffic Congestion Relief Program (state)

## Regional Transit Expansion Program — Rail Projects



## Regional Transit Expansion Program — Express and Rapid Bus Routes

